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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## DEATH.

On June 19th, at sea, on board the N.Y.K. steamer Koshi Maru, JOHN ALBERT SULLIVAN, aged 56 years.

CLERK OF OFFICE: 10A, DES VEXES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 26th, 1907.

The second fascicle for this year of the trade statistics issued by the Inspectorate General of Chinese Customs covers the ten Yangtze ports, Chungking to Chinkiang. From most of these places comes a note of disappointment in the report for 1906. At Chungking, the year opened well, with fairly brisk trade for three months, but depression ruled the rest of the year. High exchange hampered trade a good deal. There was fortunately, a good rice crop, and foreign goods were imported three million taels in excess of the previous year's value. Cigarette making is a new industry of this locality, which had already six match factories. It is also a big opium growing district, but the poppy crops were much damaged last year. Life insurance has "caught on" with the people of Chungking. Ichang in 1906 had to be grateful for good food crops. The figures of this place are of very little assistance, as it is a mere transshipment stage and taxing station for the trade of Szechwan. Also, the Customs have changed their system of accounts again, and goods in transit no longer swell the gross value, so that comparisons with previous figures could only mislead. The foreign trade up here was represented by ninety thousand taels worth of direct transshipments from Hongkong. A Cantonese dealer introduced last year a sample shipment of Patna opium, with results not encouraging.

Native opium was, however, increasingly popular, and 41,887 piculs passed the Customs as against 36,311 in 1905. Shensi, the next port, did not enjoy a prosperous year. Floods, famine, and high exchange caused general distress, and the last foreign firm (except shipping companies) closed its doors. Lack of facilities for loading cargo, and the irregular steamer service, prevent trade growth here. Between Shensi and Hoshih—chiefly on Tukkechow—a considerable amount of washing for gold is done. From 200 to 300 men are earning an average of 200 cash each a day. The gold fetches only 27 oz. of silver per ounce locally. The record for Changsha in 1906 is a stormy one. Early in the year they had 26½ inches of rain. The river rose eleven feet in a day. The Bund was submerged nearly ten feet, "higher than anything recorded during the past 300 years." Sampan, "on a level with the waves, thronged what are usually busy thorough-fares." Those who remember the contention that Changsha was sufficiently "open" by offering foreign merchants a settlement outside the walls can now realize the position. All business was entirely suspended for several weeks. Yet there was a scarcity of water towards the end of the year, and the approaches ceased to be navigable much sooner than usual. The only item of particular interest in the Yochow report is the contemplated introduction of a service of motorboats between Hankow and Changsha, which ought to reward the enterprising Chinese merchant concerned. Hankow reports an actual gain of business, although the figures generally show a decrease. There was more stuff, but dear silver made the value appear less. The development of the settlement proceeded apace, and shipping showed another great increase, 316,685 tons more than in 1905. The Kiukiang Commissioner emphasizes the success of Japanese trade; Wuhu reports a serious falling off in exports, while imports remained about level; and Nanjing experienced some improvement. New foreign-style shops and houses were introduced, and though rents doubled, the demand seemed unaffected. The figures showed a slight decrease in volume of trade, but for reasons already indicated, these comparisons are no longer to be relied upon. Trade all round was brisker though local crops were bad. At Chinkiang, with similar drawbacks, the revenue reached the highest total hitherto recorded. Of an increase of over two million taels, or fifty per cent., in the total value of foreign imports the Japanese contributed half, their share having more than doubled. Hongkong sent an increase of Tls. 800,000, the Americans Tls. 287,000 more, British Tls. 23,000 more and the Germans Tls. 45,000 more. Direct trade with Singapore decreased by Tls. 179,000. The Japanese contribution consisted mainly of coal, matches, and sugar. Sugar imports of all kinds increased nearly Tls. 1,500,000.

"Strong rivalry has arisen between sugar from the refineries in Japan and that from refineries in Hongkong. In July a Japanese committee met the Chinese sugar brokers of Chinkiang and placed before them samples of sugars comparing favourably in colour, taste, and smell with other sugars on the market. These samples were submitted to a European expert, who pronounced them to be extracts from Java cane, of which Japan is now importing considerable quantities. It seems probable, however, that Japan would also use a large proportion of Formosan cane in her refineries. In August they placed about 12,000 bags of refined sugar on the market to compete with the produce of the Hongkong refineries at the following prices for similar grades: Japanese, Tls. 6.1, Tls. 5.90 and Tls. 5.70 per picul, against Hongkong, Tls. 6.15, Tls. 5.95, and Tls. 5.70 per picul. In December these prices had fallen to Tls. 5.30, Tls. 5.35, and Tls. 5.15, as against Tls. 5.55, Tls. 5.35, and Tls. 5.10. The Chinese have found by experience that the Japanese sugar under storage deteriorates rapidly in appearance, taste, and smell, indicating a want of knowledge in the refining process. With the advantage of imported cane in subsidised steamer lines and its sale of bounty-fed factories, the competition is likely to be maintained. The Swatow engers, though dearer, being hand refined, are sweeter, and for sweetmeat making are not likely to be displaced, as 1 catty is equal to 1½ catties of foreign refined sugar."

Yesterday were recorded four more plague cases, making 111 in all.

The Sennawapao of June 19th says that Viceroy Shun is going to Nanking instead of to Canton.

At the Marine Magistrate's Court yesterday, before Commander Basil R. H. Taylor, R.N., Marine Magistrate, Ng Yan, master of the steam launch Tung Shan was charged with unlawfully failing to exhibit a bright light on his launch at 3.30 a.m. on the 21st inst., in the waters of this Colony. It was stated that the Tung Shan was hauled in to the Praya stern first, and she had no light burning. Defendant said he did not know it was out; it must have been blown out by the wind. It was proved there was no wind at that time, and his Worship said it was the master's business to know whether the light was burning or not. He convicted defendant and fined him \$10, with the alternative of one month.

The following telegram was received from the Manila Observatory at 7.30 p.m. on June 24th: "Typhoon in the Pacific approaching North Luzon and moving probably W. N. W. at present."

The return of visitors to the City Hall Library and Museum for the week ending the 23rd June, 1907, shows that of non-Chinese there were 369 to the Library and 132 to the Museum; and of Chinese 180 to the former and 1,961 to the latter. The Library was, therefore, visited by 549 persons, and the Museum by 2,093.

As already reported, of the sum of ten million yen which is to constitute the initial capital of the Japan Steel Foundry, to be established at Muroran, half will be produced by the English companies, Armstrong and Vickers-Maxim, and the other half by the Hokkaido Colliery and Steamship Company. The latter, says the Japan Times, lately issued debentures amounting to ten million yen, of which four millions are to be handed over to the Government. Thus the Company has decided to furnish five million yen. But as ten million yen is not sufficient for the capital of the Foundry, the Japanese company intends to issue four per cent. debentures at par in London. The English companies will render every assistance to the successful issue of the debentures.

A Chinese official states that General Tieh Liang has obtained the permission of Prince Ching to engage an experienced German military officer of medium rank to act as adviser to the Luobu (Minister of War), as reported some time ago, and that in view of the coming reorganization of the Imperial navy of China, the aged Prince also intends to employ either an English or a Japanese naval officer to act as adviser to the Naval Department of this Ministry, because it is now believed by the Chinese Government that China will have nothing to lose by taking such a step. Taking into consideration the ignorance concerning modern naval and military affairs on the part of the Controller-General (Prince Ching), the President and Vice Presidents of this important ministry, it is absolutely necessary for the Central Government to solicit advice from experienced and qualified foreign officers. Naval and military experts are few and hard to find in this Empire at the present time. General Tieh is reported to have telegraphed to the Chinese Ministers in Berlin, London and Tokyo about the matter, so that really capable officers may be secured who may do something to help China to reorganize its Army and Navy this time without repeating the mistake made before of engaging foreigners whose services are not desired by their own Governments.

Mr. John A. Sullivan whose death is announced in our obituary notices, was a stock and sharebroker, and one of Shanghai's oldest and most respected residents. Mr. Sullivan, who had for a long time been suffering from jaundice, left for Japan not a month ago and during his stay there had apparently quite recovered his health. He joined the steamer Koshi Maru at Nagasaki on June 17th and seemed then in good health and spirits. He was seasick, and commenced to vomit blood and although everything was done for him that was possible in the absence of a medical attendant, he expired just as the vessel was approaching Woosung. Death was due, it is understood, to internal hemorrhage, caused by seasickness. Mr. Sullivan, who was 56 years of age, arrived in Shanghai in 1874 and shortly afterwards commenced business as a stock and sharebroker and from that time on was one of the principal and most popular members of the local Stock Exchange. He was a sportsman and also one of the leading members of the old Philharmonic Society. He was an energetic member of the Shanghai St. Patrick's Society and at the last annual general meeting, held in March, was unanimously elected President of that Society for the current year.

## THE BANDMANN COMEDY COMPANY.

Notwithstanding the unfavourable weather, there was a fair assemblage of ladies and gentlemen at the City Hall last evening to witness the opening production of the Bandmann Comedy Company, the three act comedy entitled "The Duke of Killicrankie". The principal parts were taken by Mr. Claude King, who represented the Duke of Killicrankie, Mr. Sinclair Cotter who acted as Mr. Pitt Welby, M.P., while Miss Florence Hamer appeared as Mrs. Malholand, and Miss S. Grenville as Lady Henrietta. The comedy was not too rollicking, but was an admirable skit on our social customs and showed how the Duke of Killicrankie was prohibited by the position in which he was born, from enjoying life as ordinary mortals do. The audience heartily enjoyed the production, and were unstinted in their applause.

## PURSE SNATCHER'S EXEMPLARY PUNISHMENT.

Before Mr. F. A. Hazeland, at the Police Court, yesterday, a boiler maker named Wong Kwai was charged with snatching a purse from Miss L. Jacobs in Caine Road on the 7th instant.

The evidence showed that on the night of the 7th instant three sisters were walking along Caine Road when the defendant rushed up behind them, snatched the complainant's purse and ran away. The trio gave chase, and were joined later by an Indian constable. The race continued as far as Seymour Road, where the runaway was captured, taken to the Central Police Station, and charged.

After hearing the evidence his Worship convicted the defendant, sentenced him to six months' imprisonment with hard labour and six hours' stocks, and further ordered him to receive twelve strokes of the birch.

## TELEGRAMS.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

## ANOTHER SHIPWRECK.

LONDON, June 25th.

The steamer *Santiago* has been wrecked at Corral, Chile, Ninety people were drowned.

## THE FRENCH TROUBLE.

LONDON, June 25th.

The winegrowers have refused M. Clemenceau's conditions.

## KING AND KAISER.

LONDON, June 25th.

The Kaiser has accepted the King's invitation to visit England in November.

## IRELAND.

LONDON, June 25th.

Lawlessness is increasing in Ireland.

## OBITUARY.

LONDON, June 25th.

General Stanton and Mr. Joseph Knight are dead.

## FRANCO-JAPANESE AGREEMENT.

Tokyo, June 25th.

The Tokyo City Council has despatched a congratulatory message to the French Government with reference to the conclusion of the Franco-Japanese Agreement.

## PRINCE FUSHIMI'S TRIP.

YOKOHAMA, June 25th.

We [C. P. R. representatives] have received the following message:—

VANCOUVER, June 24th.

Prince Fushimi arrived here on Saturday, over the C. P. R. system. The Imperial party was met at the station by the Mayor and the Vancouver City Council, and by representatives of all the other public bodies. The city was profusely decorated, and all vessels in harbour were dressed. The British and Japanese standards were conspicuous. Over six thousand Japanese greeted their prince, who seemed highly pleased with his reception.

H. I. H. was driven on Sunday afternoon to all points of interest in or about the city, and paid a visit to Stanley Park. At night the city was ablaze with Japanese lanterns and electric and other illuminations. The Prince and party left for Victoria on Sunday the 23rd and were welcomed by Lieut.-Governor Dansmuir, the Mayor and Aldermen, and by the officers of the local garrison.

H. I. H. expressed his gratification at his delightful trip over the Canadian Pacific route, and decorated the President of the Company, Sir Thomas Shaughnessy, with the first class order of the Sacred Treasure. Mr. W. E. Baker who, as assistant to the President had charge of the Imperial party, received the third class order of the Sacred Treasure. Several other officials were also honoured by the Prince.

## LATER.

Sir Thomas Shaughnessy, President of the Canadian Pacific Railway Company, received a despatch from Seigo, Nagasaki Councillor to the Court of the Emperor of Japan, who accompanied Prince Fushimi stating that the Prince greatly enjoyed the journey under the auspices of the Canadian Pacific Railway Company. His pleasurable anticipations were more than realised, and he appreciated the fact that all was done that could possibly be done to make his journey a successful one.

[REUTER'S SERVICE.]

## THE TROUBLE IN FRANCE.

LONDON, June 23rd.

Fresh disorders took place in Montpellier yesterday. The official bulletin of the casualties at Narbonne gives 7 deaths, 62 soldiers and 21 civilians wounded. Fifteen more regiments of infantry and seven of cavalry are being sent to the South. Rioting occurred at Tignes (?), yesterday evening.

In order to enable the immediate application, and to avoid delay, the Chamber to-day hastily passed as complete, the clauses of the Wine Bill, of the already adopted Bill.

## LATER.

M. Albert, the leader of the agitation in the South of France, who has hitherto evaded arrest, appeared, this morning at the Ministry of the Interior. M. Clemenceau sternly rebuked him, pointing out the heavy responsibility he had incurred. M. Albert wept, and asked for advice, exclaiming "if I could only make reparation." M. Clemenceau laconically recommended him to surrender himself to the authorities, and M. Albert left the Ministry of the Interior by a private door.

## THE JAPANESE CRUISERS IN GERMANY.

LONDON, June 23rd.

The Japanese cruisers *Chitose* and *Tsu Kuba* have arrived at Kiel where the Kaiser received Admiral Ijima and the officers of the cruisers on board the *Hohenzollern*. Admiral Ijima presented the Kaiser with a large bronze eagle, poised on a rock of the finest Japanese workmanship.

## "OBJECTIONABLE AND REPREHENSIBLE."

SAMPLING BEFORE PURCHASING.

At the Police Court yesterday before Mr. F. A. Hazeland, Mrs. M. Perez, of No. 2, Gloucey, summoned a fruiterer in the Central Market for assault.

Mrs. Perez stated that about three o'clock on Friday afternoon she went to the Central Market with her friend, Miss Hicks, to buy some fruit. Approaching the defendant's stall, complainant picked up a passion fruit and asked the stall holder if she might taste it before purchasing. He assented, so witness tasted the fruit, but did not like it. Then she gave it to her friend to taste, and as that lady did not like it, she returned the fruit to the stall holder and said she would not buy any.

His Worship—Have you ever tasted fruit before?

Witness—Yes, at almost every stall.

His Worship—And the stall holders allow you to do so?

Witness—Yes.

Proceeding, complainant stated that on returning the fruit they went away, but were followed by the defendant, who caught hold of her by the arm and began to abuse her in Chinese.

His Worship—You know Chinese?

Witness—No, I don't understand it.

His Worship—Then how do you know the defendant was insulting you?

Witness—My friend told me.

Continuing, witness said the defendant then abused her in English, calling her a "beggar man" and a "bad man." She told him that if he spoke properly he would be paid for what they had sampled, but the defendant refused to stop. He proceeded to say that she was "not a proper foreign man," and other things. Then, as he would not let her move on she called two soldiers, who cleared the way for her.

Miss Bella Hicks was then called and corroborated the evidence of the previous witness.

His Worship—Have you ever done this before?

Witness—Yes.

His Worship—I often have troublesome cases of this sort here. It is a very reprehensible practice.

Defendant in his statement said that neither the complainant nor her friend asked his permission to taste the fruit. The people in the vicinity at the time made a noise because they thought two soldiers who rushed up were going to strike him. Defendant denied catching hold of the complainant or abusing her: he only asked for money.

His Worship remarked that this was a very objectionable and reprehensible practice, but at the same time the defendant was not justified in catching hold of the complainant. He would be fined \$10.

## HONGKONG LEGISLATIVE COUNCIL.

At the next meeting of the Legislative Council, on Thursday, 27th June, the Hon. Dr. Ho Kai will move resolutions as follows:—

1. That in the opinion of this Council a new law relating to Chinese in Chinese dwelling houses is urgently required.

2. That it is desirable that such new law should include some method of dealing with the cubicle question which will be of a thorough nature and will settle the matter once for all.

3. That the scheme for pulling down the upper stories of every third house in the block of houses in China town and the provision of lateral windows in the upper stories of the adjacent houses is a desirable and effective scheme.

4. That the principle of just compensation should be recognised in such a scheme.

5. That a Committee consisting of three Official and three Unofficial Members of this Council be appointed to consider on what principle compensation should be awarded and/or generally as to the manner in which the scheme should be financed.

The Hon. Mr. E. A. Hewett will take:

1. Will the Government state if it is proposed to recognise the special services rendered by certain Government Officials in connection with the Commission appointed to enquire into the working of the Public Health and Buildings Ordinance?

2. If so, what, if any, special remuneration is it proposed to grant for the extra work undertaken by the following members of the Hongkong Civil Service?

Mr. Bowen-Rowlands.

Mr. J. Dyer Ball.

Mr. A. Chapman, V.D.

3. Will this remuneration, if granted, be dealt with by a special vote in the Legislative Council?

4. If not, has the proposed amount been already included in some previous vote, if so, which vote, or will the sum granted to those officials be paid out of Miscellaneous Charges?

## SUPREME COURT.

Monday 24th June.

## IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT), AND THE HON. MR. E. A. HEWETT (NAUTICAL ASSessor).

## A SALVAGE CLAIM.

Appended is the full text of the Judgment delivered in the action for salvage brought by the Hamburg-Amerika Linie and the master and crew of the s.s. "Aragonia" against the China Navigation Company, Ltd., the owners of the s.s. "Hupeh" her cargo and freight.

His Honour said: The s.s. "Hupeh" was lying at anchor disabled in the China Sea in latitude 27.16 N., longitude 121.25 E. and 28 fathoms, on the morning of Dec. 17. She had broken her propeller shaft at 7.35 on the previous evening and had anchored at 8.30. She had ineffectually signalled to one steamer passing 45 miles on the outside of her at about 5 a.m. At about 11 a.m. she was sighted by the "Aragonia" with the two balls signal, which means "disabled, will you tow me?" The "Aragonia" was steaming to the south on her course which would have taken her about five or six miles on the inside of the "Hupeh." No other vessels were sighted. The sea was rough and the N. E. monsoon was blowing strongly with increasing force, though it had not reached the force of a gale. The wind was variously estimated but it may be taken to be from five to six. The "Hupeh" had on board a cargo valued at \$115,000 and 150 passengers. The captain admitted that at the place where he was anchored he was exposed to the full force of the monsoon, that is to say, if it had risen to the force of a gale, and that in December it may be expected to rise to a strong gale. But he said that even if the wind had increased he would have used another anchor and there would have been no risk of the ship dragging. His observations at 8 a.m. on 6 December agreed within two miles with his position by dead reckoning, taken when he anchored on the evening before; so that so far his anchors had held. He admitted, of course, that he was dependent on his anchors and chains, but he said that if he remained where he was, and if the wind had risen, he would have felt safe; but the "Hupeh" could ride out a strong gale in the open sea, and that there was no cause for anxiety. This is essentially a point to be appreciated by persons familiar with ships, so I therefore put this question to the Assessor. "Was there in the circumstances as narrated by the Captain of the "Hupeh" any cause for anxiety?" His answer is "In December the monsoon may in a few hours increase to force 10. The "Hupeh" being disabled and anchored in 26 fathoms was unquestionably in a position of peril. Had anything happened to the anchors or chains she would have been in a position of very great peril. I am therefore of opinion there was cause for anxiety." I also put the following question, which I believe is the proper one from the point of view of the legal aspect of the case: "Was the position of the "Hupeh" in the circumstances as they could be observed by the "Aragonia" such as to cause her captain to believe that there was cause for anxiety?" His answer is "Yes." The Captain of the "Hupeh" further said:—"I signalled to two steamers, not because I was in peril, but because I wanted to get to the nearest port. I had lives and property under my charge and if I remained there I should be imperilling the lives and property under my charge." On this further statement I put this further question to the Assessor:—"Were the signals made in order to convey to the passing steamers the information that the "Hupeh" was in peril, and were they so understood, and if so, rightly understood, by the captain of the "Aragonia?" His answer is "Yes." I now come to the "Aragonia." There is no difference of opinion as to what took place. Having borne down on the "Hupeh" she steered alongside about a ship's length away from her. A conversation then took place through a megaphone between the two captains. Having decided to do what he could for the "Hupeh" the captain of the "Aragonia" went ahead slowly in order to take up a position ahead of her and get her hawser on board. Before she was clear the "Aragonia" which was very light, her bulwarks being 25 to 30 feet above the water, was caught by the wind and blown across the "Hupeh's" bows in a position of danger. She got clear and by a series of other manoeuvres she got right ahead of the "Hupeh" and backed by dragging on her hawser into a position which enabled her hawser after some difficulty to be got on board the "Hupeh." The difference of opinion arises as to whether the whole of this was a seamanship manoeuvre on the part of the "Aragonia." The captain of the "Hupeh" says it was not necessary for the "Aragonia" to have got into the position she did; that it would have been safe for her to have lain on the "Hupeh's" quarter and that he could have held the necessary conversation from the stern of his own ship, or that he could have signalled to her; above all that her captain should have foreseen that the wind might catch the "Aragonia" as she was like a balloon on the water and should have kept her bows directed away from the "Hupeh;" that the danger into which the "Aragonia" ran was of her own seeking and the result of unseamanship navigation. In order to enable me to decide the question thus raised I put to the Assessor the following questions:—"Were the manoeuvres which the captain of the "Aragonia" adopted (a) for getting within hailing distance of the "Hupeh," (b) for getting within towing distance of the "Hupeh," seamanship both in conception and execution?" His answer is "Yes." "Was there at any time during these manoeuvres danger to the "Aragonia," and, if so, in what degree; and was any of the dangers attributable to carelessness or imprudence or



unseamlike navigation on the part of the "Aragonia." His answer is "There appears to have been at one time some risk of collision, but I do not consider this was due to unseamlike handling of the "Aragonia." The vessel was very light with a great exposure of side. In a rough sea with a strong wind it would be difficult to bring the "Aragonia" within hailing distance of the "Hupeh" without incurring a certain amount of risk. I am confirmed in my opinion that the "Aragonia" was handled in a seamanlike manner by the fact that within four and a half hours of first sighting the "Hupeh" the "Aragonia" had taken that vessel in tow and continued on her voyage. The answers of the Assessor as such I should, as mere landman, have expected. I am quite sure that the captain of the "Hupeh" thinks he could have maneuvered the "Aragonia" far better than Captain Ernst; most people, sea captains not being excepted, who are not engaged in the actual work going forward, are critically inclined, and from their position of vantage as observers detect faults in the performance of it by others. I am satisfied that the law does not require the service of the salving vessel to be done in the most seamanlike way possible, but only that what she does should be done in seamanlike manner; and that any risk she actually runs in these circumstances is a risk properly to be taken into account in estimating the salvage award. The Assessor's answers conclude this question in favour of the "Aragonia" and I entirely concur with them. The salvage award should be based on these answers. The Assessor is of opinion that no extra risk was incurred by taking the course inside Oobson, the danger, if any, being limited to the twenty minutes when the vessels were in proximity to that island. I do not see my way to reduce the water question into figures, though undoubtedly the "Aragonia" was short of water and might have run shorter still; but Amoy was always open as a harbor where water could be got. The Assessor is of opinion that the towage was performed in a successful and seamanlike manner, that no towage in the Chinese Sea during a monsoon, with following wind and sea, is unattended with risk, and that it was not such plain sailing as the captain of the "Hupeh" endeavours to make out; and further that in the circumstances of this case the difficulties of towage and storage of the disabled vessel were considerably increased by the fact that there was a strong following wind and sea. What happened in connection with the breaking of the hawser and the alleged sudden alteration of the course seems to me to be immaterial to the question before the Court. Now, with regard to the salvage award. One point is clear, that in the opinion of the owners of the "Hupeh" the £750 paid into Court is sufficient, apart from the special items of expense incurred as based on the captain's views, which considerably underestimate the risk run. It follows that the amount is insufficient. The Assessor and myself considering the matter entirely independently, have come to the conclusion that the proper sum for award is £1,500, apart from the special items of expenses. I should say that I have paid due regard to the amount awarded in the case of the "Bremen" before arriving at this figure. The captain to receive £250 and the crew £300; the chief officer and other deck officers to rank with the chief engineer and his staff according to their respective grades. The items of expenses agreed to are as follows:—Coal, \$900; telegrams etc., \$575; overtime \$90. The demurrage item is complicated by the intervention of Sunday and the notice of sailing given to the Post Office. In the circumstances I do not feel justified in allowing more than one day's demurrage, i.e., \$600. In all the expenses amount to \$2,200. Judgment will therefore be for the plaintiffs for this amount with costs.

#### ALLEGED LARCENY AT THE COSMOPOLITAN HOTEL.

At the Police Court yesterday afternoon, before Mr. G. N. Orme, the case was proceeded with in which Mr. Louis Comar, proprietor of the Cosmopolitan Hotel, prosecuted an agent for the larceny of about \$600. Mr. P. W. Goldring of Messrs. Goldring and Barlow prosecuted, and Mr. Otto Kong Sing appeared for the defendant. Mr. Goldring stated that the evidence in this case was circumstantial, and was so strong that the guilt of the defendant would be brought home very clearly. After the house was closed for the night, the only person on the premises besides the family was the defendant. The coodles and boys had quarters at the rear. As the boys were going to their quarters on the night of the 15th instant they found the door of the third floor leading to the roof open. One of the boys went below and said there were probably thieves on the premises. A search was at once made, but it appeared that nothing had been lost. Mrs. Comar, who had the keys of the safe, tried it and found it was locked, therefore she did not open it at the time. Before going to bed that night, however, her husband suggested that she should look into the safe. She did, and found certain moneys missing amounting in all to about \$600. In fact in the missing valuables was a satchel containing a number of roubles. The behaviour of the defendant after the robbery was very peculiar. It appeared that at nine o'clock that night she was undamaged in any way. Later her hand was found to be wet, and when the missing satchel was found in a basket, that was smeared with blood, and likewise the sides of the basket. Questioned as to how she got out her hand, the woman said she burst a lemonade bottle some three days before, but this was the first time she had mentioned the matter. Evidence was called, and the case adjourned.

The clearest demonstration of seer history can never out a pleasing fiction from the popular belief.

#### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on June 25th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Dr. H. McFarlane (Assistant Medical Officer of Health), Major T. P. Jones, R.A.M.C., Hon. Mr. E. A. Hewett, Mr. H. Humphreys, Mr. A. Shelton-Hooper, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (secretary).

Mr. HOOPER, pursuant to notice, asked:

1. What action does the President propose to take in the matter of the Cemeteries By-laws having regard to the statement of the Government contained in the paper No. 25/1907 laid before the Legislative Council on 13th instant by His Excellency the Officer Administering the Government, to the effect that "the Government awaits the Board's recommendation for amendment of such By-laws?"

2. Whether it is a fact that notices are always served in the case of nuisances before prosecution, as stated by the Officer Administering the Government in the paper No. 25/1907 in question No. 1?

3. What action does the President propose to take with regard to the statement by the Officer Administering the Government in the paper No. 25/1907 referred to in question No. 1, that the Government is prepared to consider recommendations of the Sanitary Board for amendment of By-laws relating to whitewashing and periodical cleanings?

ANSWERS.

The President replied: 1. I am prepared to move the appointment of a committee to report to the Board, the committee to consist of the Captain Superintendent of Police, Mr. Fang Wa Chun, and the Medical Officer of Health.

2. As far as I am aware, the provisions of sections 29 and 32 of the Ordinance are always adhered to in case of notices served for nuisances.

3. I am prepared to move the appointment of a committee to the Board, the committee to consist of Mr. Hooper, the Vice-President and myself.

Mr. HOOPER—Sir, I cannot admit the accuracy of the answer you have given to No. 2. I believe the only way we can discuss any question is for a member to move the adjournment of the Board. That is the procedure laid down.

The President—That is all right.

Mr. HOOPER—I move the adjournment of the Board.

The Secretary—You move the suspension of the Standing Orders.

Mr. HOOPER—Well, I will put it that way. I will move the suspension of the Standing Orders.

The President—I second that.

Mr. HOOPER—The Commission's recommendation on that point is in clause 231. We also recommended that in no case shall a prosecution be allowed unless notice to abate a nuisance be served on the owner or occupier, in order that he may have an opportunity of doing the work required or appealing to the Board.

H.E. the Officer Administering the Government says: "Such notices are always served in the case of a nuisance." That is why I asked whether it was a fact or not. Yes, Sir, have just stated that it is a fact.

The President—As far as I am aware.

Mr. HOOPER—As far as you are aware, or the Officer Administering the Government?

The President—As far as I am aware.

Mr. HOOPER—The question is whether the Officer Administering the Government is aware. He made a reply that they were always served. I thought you would have asked him.

The President—The question, I take it, is addressed to me as President.

Mr. HOOPER—It is addressed to you.

The President—And I state, as far as I am aware.

Mr. HOOPER—Very well, Sir, I would like to disabuse your mind, because I know it is only an inadvertence on his part that would cause His Excellency to say anything not strictly true. I am sure he did not know it. [Mr. Hooper here read a summons against Chan Tai of 476 Queen's Road West.]

The solicitor who let me have a copy of that summons informs me that he had three other summonses for similar offences at the same time, and in none of the cases was any notice served on the owner of the building or works. Here are these four cases, and I am under the impression that with a little trouble we could find a great many more. Having stated this, I would like to say that a magistrate has power under section 231, which states that notices shall be served, to dismiss such a summons. The Commission asked, not only that that should be altered, but that in every case where there is a nuisance the defendant should have an opportunity of applying to this Board or to the Building Authority for protection or exemption before he was prosecuted. In view of these facts, Sir, I cannot quite understand the action of H.E. the Officer Administering the Government unless he was unaware of the facts, and I think if they were brought under his notice it is possible he would modify his opinion.

The President—If you will hand me that paper I will inquire into the matter and find out whether notices were served or not.

Mr. HOOPER—I will go further. I think it would be only fair and courteous to His Excellency on my part if I asked you to hand him these papers.

The President moved that the Captain Superintendent of Police, Mr. Fang Wa-chun and the Medical Officer of Health be appointed a committee to consider the question of the Cemeteries By-laws, and to report to the Board.

Mr. HOOPER—Would that include all cemeteries, or European or only Chinese cemeteries?

The President—It would include them all. The Vice-President seconded the motion, which was carried.

The President moved the appointment of a committee consisting of Mr. Hooper, the Director of Public Works and the President, to report to the Board concerning limewashing and periodical cleaning by-laws.

Mr. HOOPER—I should like to see one of the Chinese members on the Committee as he would be of great assistance to me. I would ask that Mr. Lau Chu-pak's name be added.

The President agreed to the inclusion of Mr. Lau Chu-pak's name in his motion, which was seconded by the Vice-President, and carried.

THE INSANITARY BLOCK AT MONGKOKTSUL. A reply was read from the Government, relative to the provision of open spaces for houses Nos. 191 to 231 Station Street North, Mongkoktsul. The letter stated that the Government were not prepared to entertain the Board's recommendation that no action be taken to enforce the provisions of section 175 pending the consideration of the report of the Public Health and Building Ordinance Commission, for the reason that the upper floors of the houses in question were so ill-lighted and ill-ventilated by reason of the absence of any windows in the rear walls of the upper rooms as to make them insanitary when occupied, as the majority of houses were the family dwellings with the concomitant arrangement of cubicles. Of the 22 houses in the block 20 were occupied and these contained 51 illegal cubicles. If the suggestion contained in the Colonial Secretary's letter of May 9th was adopted, a great improvement in the lighting and ventilation of the floors would be effected, which would justify the allowance of a larger number of cubicles than it is at present possible to permit. The Government requested that the Board would reconsider the matter by the light of the above facts.

Mr. HUMPHREYS—This application has already been before the Board on three different occasions, each time the Board were of opinion that the exemption should be granted, and it seems to me if the Board go back on what they have decided on three separate occasions, they are justifying themselves. If we as a Board are to do anything that the Colonial Secretary tells us to do, then we are practically puppets, and I for one am not prepared to accept that position. It is true the Colonial Secretary may have sufficient influence with the Governor-in-Council to grant or refuse exemptions but on the other hand he cannot compel this Board to take action in a matter that it is not prepared to take. If you don't make any proposal, Sir, I shall move that the Board take no action in the matter and if you make any proposal I am prepared to move an amendment.

The Vice-President—No.

Mr. HUMPHREYS—Then I move we take no action.

The President—I would draw attention to the fact that the Government in one letter stated that they were prepared to accept the half balcony half kitchen arrangement.

Mr. HUMPHREYS—The owners are not prepared to accept the modification.

Hon. Mr. HEWETT referred to the modification given by the new Ordinance, and alluded to the minutes of the Board on the subject showing that the Board had recommended that the matter stand over pending the report of the Commission. The Commission had now made its report, and as a result the Governor-in-Council had suggested that the Board should have power to grant total exemption as well as modification. Under these circumstances he begged to second Mr. Humphreys' motion.

Mr. HUMPHREYS said he would alter his resolution and move that those houses be exempted under the new Ordinance.

Hon. Mr. HEWETT seconded.

The motion was carried by four votes, to three.

STANDING ORDERS. A letter from the Government, relative to the Standing Orders of the Board, was read, as follows:—

Colonial Secretary's Office, June 12th, 1907.

SIR,—I am directed by the Officer Administering the Government to state for the information of the Sanitary Board that his attention has been called to the absence of any rule in the Standing Orders, governing the question of voting in cases where members may have a pecuniary interest.

In this connection I may be permitted to quote some rulings made in the House of Commons as follows:—"A member may not vote, but it is not absolutely out of order for a member to take part in a discussion where his pecuniary interest is involved (July 25, 1859)."

"A member is debarred from voting in questions in which he has a pecuniary interest, though they may be questions when it is becoming for members or a member to withdraw before the division" (March 18, 1884).

"This latter rule must be a direct pecuniary interest and separately belonging to the persons whose votes were questioned, and not in common with the rights of His Majesty's subjects, or on a matter of State policy" (May's Law of Parliament, 9th edition, page 1811).

I am, therefore, to suggest for the consideration of the Board that an additional rule be made to the effect indicated above, with the addition that when any member is so interested he should mention the fact and withdraw or abstain from voting settlement. The suggested rule would also provide for the Chairman in all cases of doubt by the Board on the matter, after the withdrawal of the member concerned. Should any point of law arise in connection with this matter, either now or hereafter the Colonial Secretary would, on being addressed by the

Board, obtain the advice of the law officers of the Crown for guidance.

Mr. A. SHELTON-HOOPER minutes—Will you please obtain and annex to these papers as a guide for us, any rule, if any, in the Standing Orders of the Legislative Council governing the question of voting in cases where a member may have a pecuniary interest?

Hon. Mr. E. A. HEWETT—I understand that the procedure in the Executive Council is for a member to withdraw before the discussion on a subject in which he is pecuniarily interested.

The President—I understand there is no rule, but the English practice is followed. I will make enquiries. It is so stated in the Executive Council.

The President—I understand there is no rule dealing with this matter in the Legislative Council where the English practice is followed. I think it is evident that in public bodies some such rule is necessary. I propose that the matter be referred to the Law Officer of the Crown to incorporate it in the standing orders.

Hon. Mr. HEWETT—Do you think it is advisable to have a written rule?

The President—Yes.

Hon. Mr. HEWETT—And not work as they do in the Legislative Council without a written rule?

The President—Yes.

Hon. Mr. HEWETT—I second that. The motion was being put when Mr. HOOPER exclaimed—"Oh." Then rising he said—I propose an amendment.

A written rule is not required in the Legislative Council where they rely upon the honour of members not to act in an improper manner. I think it might be left in the same way in the Sanitary Board. There they rely upon the honour of members as in the House of Commons. There are no written rules there, and I don't see why they should impute possibility of improper conduct to members of this Board. If such rules are introduced I can foresee great difficulty. I believe we are to be honoured in the future with the estimates and no member of the department who draws a salary or even any portion of a salary from the Sanitary Department will be able to vote upon them. I cannot conceive a question in which I may be pecuniarily interested, but if any application were to be made in respect of the houses belonging to the Land Investment Company, I am here to make explanations relating thereto, which I think would be to the advantage of the Board, because they would have all the facts before them.

The Vice-President said he thought Mr. Hooper was under some misapprehension with respect to members receiving part of their emoluments from the Sanitary Department.

Mr. HOOPER—Probably we shall have an enlargement of the Board and I can conceive an occasion when, in discussing the estimates it might be necessary to move a reduction of salary affecting one of the members. It is rather remote perhaps, but such a thing might occur. In the circumstances, as no standing orders are required in the Legislative Council, I don't see why they should be required here, and I move that the letter lie on the table.

Mr. HUMPHREYS seconded.

Hon. Mr. HEWETT remarked that as he had seconded the original proposal, he would like to remind Mr. Hooper that in pointing to the mother of parliaments he had been unfortunate in his selection, as the unwritten rules there were rules which were never broken. He agreed that rules should be laid down here, and did not regard that as putting any slight upon any member, official or unofficial. It was permissible for a member to speak, but not to vote on any question in which he was pecuniarily interested. Similarly, he thought that Mr. Hooper was unfortunate in his simile when he spoke about the estimates, as if that rule were applied in the House of Commons when the estimates were under discussion, there would scarcely be a single member who could take part, because most of the members were interested as ratepayers and taxpayers, and a good many younger sons who were waiting for their fathers in the Upper House to pass away, were called upon to vote upon the succession duties. In conclusion he said he saw no objection to such a rule, which would not put a slight upon any member.

Mr. HUMPHREYS said that supposing this rule were passed he might be debarred from speaking on such a topic as he spoke on that afternoon, because he was practically interested in everything in the Colony.

Hon. Mr. HEWETT—It is a question of voting. It is not a question of speaking.

The President—I think the Crown Solicitor will be able to draft a rule which will not offend any member.

On a vote being taken three were for the amendment and four against, the resolution being afterwards carried.

CONVENT CHILDREN. A minute was received from the REGIS TRAM-GENERAL relative to the number of infants received into the French and Italian convents.

It stated: I send herewith for the information of members of the Sanitary Board a record of the number of infants received at the French and Italian Convents during the last 20 years. In both convents the number received fell off very considerably after 1894, but whilst at the Italian Convent the numbers have risen to what they were previous to 1894, at the French Convent the average number received during the last four years is larger than any number received in any single year previous to 1894, except the year 1893.

The average number received into the French Convent per year for the last 20 years is 1,415, while the Italian Convent's average for the same period is 546.

Laid on the table.

## "TANSAN"

Beware of Bogus Imitations!  
The only genuine TANSAN bears the name of J. CLIFFORD-WILKINSON, on the label.  
"Hard water hardens the arteries; Soft Water helps to keep them elastic and pulse-responsive."  
TANSAN is the Softest of all Drinking Waters.  
TANSAN is entirely free from the obnoxious taste peculiar to salted or other fabricated waters.  
TANSAN mixed with Milk, Wines, Spirits, etc., neither impairs nor in any wayalters, except to expand their respective natural flavors.  
PER CASE OF 48 HALF-BOTTLES . . . . . \$6.25  
" DOZEN do . . . . . 1.60  
" CASE OF 100 QUARTER BOTTLES . . . . . 8.25  
" DOZEN do . . . . . 1.10  
SOLE AGENTS—  
H. PRICE & CO.,  
WINE AND SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

THE OBNOXIOUS SECTION AGAIN.  
Correspondence was submitted relative to section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 377 and 379 Queen's Road West. Messrs. Leigh and Orange, architects, wrote stating that each of these houses had an open space in the rear exceeding 50 square feet in area, and that the right of way in the rear could not be built upon. They therefore submitted that the owner had provided the necessary space required by Ordinance 1 of 1903.

THE LAND OFFICER minutes that the lane at the rear of these houses was a private one and might be built upon subject to the approval of the Building Authority, which would probably not be granted as the plans for lotting out the lot no doubt showed an open lane and were approved subject to that, i.e., they would not have been approved without the lane being opened.

Mr. SHELTON-HOOPER—After reading the minute of the Land Officer I think the application should certainly be granted.

Mr. HUMPHREYS—Under what section could the Building Authority withhold permission to build on private property?

Mr. LAU CHU PAK—This application should be granted.

Members agreed that the notice served on the owner should be withdrawn on the condition that the lane at the rear be preserved as an open space.

MORTALITY STATISTICS.  
The mortality statistics for the week ended May 25th showed that at a death rate of 1,000 per annum the percentage for the week ending May 18th was 19.6; and for the following week 20.5 against 34.1 for the corresponding week last year.

DEALING IN SUBSIDIARY COINS.  
At the instance of Detective-Sergeant Terret a native named Un Chun-nam was arraigned before Mr. F. A. Hazeland at the Police Court yesterday on the charge of unlawfully and wickedly conspiring and agreeing with Un Siu-mui and others to cheat and defraud Chan Wan-cho of \$700.

It is alleged that the defendant approached the complainant and asked him if he wished to buy subsidiary twenty-cent pieces cheaply, as he knew where \$10.00 worth could be purchased for \$800. The complainant was delighted to be let into such a secret, and promptly accompanied the defendant to his friend's shop. The latter posed as a broker and was willing to deal in large amounts of subsidiary coin, but was not sure that he could go to the trouble of purchasing \$700 worth. This announcement damped the hopes of honest Chan, and the broker, seeing his dejected look, said he thought he could arrange matters if the complainant would agree to enter into a purchase with a friend of his. This man would put up \$1,200. Chan could supplement the amount with his \$700, and advance a promissory note for \$500 more. This settled the difficulty. Chan at once agreed to the arrangement, and handed his \$700 to the broker, who told him to return in the afternoon and he would get the amount due him in subsidiary coins. When the complainant returned in the afternoon he found an empty office. The broker and his friends, had gone.

The man placed before his Worship and remained in custody, is believed to be one of a clever gang who have been perpetrating daring and ingenious frauds for some time. With the arrest of one, it is expected that the capture of the remainder will shortly follow. Another fraud ascribed to these men is the engagement of compradores. They can always find gullible natives anxious to get appointments in European firms, but the first thing they demand is the deposit of security. This is handed over, and when the would-be compradore goes back to the advertising agent, or whatever he describes himself as, later, he finds out that he has been duped.

WEATHER REPORT.  
The Hongkong Observatory yesterday issued the following report:—  
On the 25th at 12.0 p.m.—The barometer has fallen considerably over Formosa and the Southern Loochoos and a further slight fall has occurred at China. In the Southern Philippines pressure is slowly increasing.

The depression, which is probably becoming deeper, appears to be situated to the S.E. of Formosa and to be moving slowly towards N.W.

N.E. gales are expected to prevail in the Formosa Channel, and fresh or strong N.E. and N. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood(\*) N.E. gale.  
Formosa Channel between 2 N.E. to N.  
South coast of China between 2 N.E. to N.  
Hongkong and Loochoos' winds, strong.  
South coast of China between 2 Same as No. 1.  
Hongkong and Hainan }  
(\*) N.E. to N. winds, fresh; squally, showery

## ROBINSON PIANO CO., LTD.

## TALKING MACHINES

## RECORDS.

## NEW STOCK JUST ARRIVED.

## LARGE AND VARIED ASSORTMENT

## MUSIC:

## LATEST COMIC OPERA SCORES

## DANCE MUSIC

## JUST ARRIVED.

Hongkong, 29th November, 1906. 37

## AWFUL SUFFERING OF LITTLE BOY

Bad Sores Spread All Over His Head—Grew Worse Under Doctor's Care—Cuticura Effects Perfect Cure, Bringing Relief with First Set.

## FATHER RECOMMENDS CUTICURA TO EVERY ONE

"When my little boy was about four years old (he is now about six and a half years) a spot appeared on the side of his face just under the ear. After a time it broke and spread further down. I took him to a doctor as soon as it appeared. He was under his orders for about three or four months when he was much worse. Seeing in a paper a Cuticura advertisement I went and got a complete set of Cuticura Remedies, the Cuticura Ointment, Cuticura Soap, and Cuticura Resolvent. I took him away from the doctors and gave him these Cuticura Remedies. I used two large bottles of Resolvent, five tablets of Cuticura Soap, and two or three tins of Cuticura Ointment. From the first bottle he began to mend and before he had finished the two he was wholly mended. About twelve months after he broke out again at the back of the neck and it spread over the head. I had one large and two small bottles of Cuticura Resolvent, three tins of Cuticura Ointment, and four tablets of Cuticura Soap. I got it mended. I think it took me about three months each time. It is now about eighteen months since he was ill, and it has not broken out again, so I think he is all right; now, thanks to Cuticura. I always recommend Cuticura whenever I can, and I will always have pleasure in answering any inquiries. R. Searth, 25 Newport Rd., Middlesbrough, York, June 24, 1906."

## ONE NIGHT TREATMENT For Sore Hands and Feet with Cuticura.

Soak the hands or feet on retiring in a strong, hot, creamy lather of Cuticura Soap. Dry and anoint freely with Cuticura Ointment, the great Skin Cure. Wear on the hands during the night, old, loose gloves, and bandage the feet, lightly in old soft cotton or linen.

Complete External and Internal Treatment for ERYTHRODERMA, INFANTS, CHILDREN, and Adults. Cuticura Soap to Cleanse the Skin, Cuticura Ointment to Heal the Sores, and Cuticura Resolvent to Purify the Blood. A Simple Set often Cures. Sold throughout the world. Depot: London, 27, Chancery Lane; N. Y., 10, Broadway; San Francisco, 10, Market St.; Hongkong, 12, Queen's Road Central. Sole Proprietors: Foster Drug and Chemical Co., Ltd., 12, Queen's Road Central, Hongkong.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Turak* arrived Nagasaki at 7 a.m. on Tuesday the 25th June, and left again at noon same day for Kobe where she is due to arrive at 8 p.m. to-day.

The C.P.R. str. *Empress of India* arrived Kobe at 6 p.m. on Monday the 24th June, and left again at 11.30 p.m. same day via Nagasaki for Shanghai where she is due to arrive at 11 a.m. to-morrow.

The Boston & Co.'s str. *Trenton* sailed for Yokohama for Pacific Coast on 21st June.

The N.Y.K. str. *Rijun Maru* (American Line) left Shanghai for this port on the 25th June, and is expected here on the 28th June.

The Japanese str. *Kashima Maru* left Kanton on 25th June for this port, and is due here on or about the 30th June.

The J.C.-J. Lijn str. *Tydwong* left Moji via Keelung and Amoy for this port on the 24th June, and may be expected here on or about the 6th July.



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, and special business matters, THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unterminded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33 Telephone No. 12.

## NEW ADVERTISEMENTS

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FROM This Date until further notice Mr. PERCY TESTER has been appointed ACTING BRANCH MANAGER and UNDERWRITER of the above Company for Hongkong and South China.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter, Hongkong, 26th June, 1907. 1122

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roush, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

For Freight or Passage apply to DOUGLAS LARBAIK & Co., General Managers, Hongkong, 25th June, 1907. 1121

FOR MOJI.

THE Steamship

"UJINA MARU,"

Captain K. Hori, will be despatched for the above Port on SATURDAY, the 29th inst., at Noon.

For Freight, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 25th June, 1907. 1123

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

(Taking cargo to all ports in Netherlands India on through Bill of Lading.)

THE Steamship

"JELIOW,"

Captain J. J. Janssens, will be despatched for the above Ports on or about 5th July.

For information as to Freight and Passage, apply to the

Head Agent of the

JAVA-CHINA-JAPAN LINE, York Buildings, 1st Floor, Hongkong, 25th June, 1907. 1124

NOTICE TO CONSIGNEES.

From SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th July, or they will not be recognized.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & CO., LTD., Agents, Hongkong, 25th June, 1907. 1119

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARI,"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

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GIBB, LIVINGSTON & Co., Agents, Hongkong, 25th June, 1907. 1120

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the FIFTH CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st July next.

For THE HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager, Hongkong, 24th June, 1907. 1105

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. Fleet, etc., at Hongkong for a period of 12 Months from the 1st August 1907.

Form of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon on 18th July 1907.

A deposit of One hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

Hongkong, 24th June, 1907. 1106

## NOTICES OF FIRMS

## NOTICE.

FROM the 1st day of July 1907, the Business and Responsibility of THE KOWLOON HOTEL will be taken over by Mr. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July 1907 are payable to Mr. J. W. OSBORNE alone.

J. W. OSBORNE, Hongkong, 20th June, 1907. 1087

## NOTICE.

THE Interest and Responsibility of EDWARD CONSTANT RAY in the business carried on by him as a Ship and General Broker under the style of "E. C. RAY" ceased on the 28th February, 1907. The business of a SHIP and GENERAL BROKER carried on by me under the said style of "E. C. RAY" since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY, Hongkong, 25th June, 1907. 1110

## INTIMATIONS

## WANTED.

WANTED by Young English Lady POSITION in any business house.

Apply to— "784," Care of "Daily Press" Office, Hongkong, 25th June, 1907. 1112

## LOST.

ON June 18th, off Lai-Chi-Kok, a reward of Fifty Dollars will be paid for its recovery.

Apply to— H.M.S. "TANAR," Hongkong, 25th June, 1907. 1113

IN THE MATTER OF THE TRADE MARKS ORDINANCE 1898.

AND IN THE MATTER OF the application of HUI WING KWONG for leave to Register a TRADE MARK thereunder.

NOTICE IS HEREBY GIVEN that HUI WING KWONG carrying on business as a Button Manufacturer under the style or firm of HUI NG HANG, at No. 44, Sheung Kau Po Street, Canton, in the Empire of China has on the 5th day of October, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

The device of an Animal representing an ELEPHANT with its trunk extending downward with the end thereof curled upward showing three legs standing on a line and part of a fourth leg in a slanting position. A task is shown protruding beyond the said trunk. In the head of the Elephant is shown one eye and one ear is hanging from the top of the head down the shoulder of the Elephant. Upon its body are configured seven lines with a tail. The Elephant is encircled by a line of oval shape and another fancy line or border of similar shape equidistant throughout its extent defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters; the true translation whereof is HUI NG HANG OLD FIRM. In the centre right hand side between the said two lines is a Chinese character representing "Kwong" and on the corresponding left hand side is a Chinese character representing "Tung." The two Kwong Tung refer to and are the Chinese sounds representing the province of which Canton is the Capital. Running along the bottom between the said two lines from left to right are the English characters "HUI NG HANG" and the applicant disclaims the right to the exclusive use of the Chinese characters except in so far as they consist of his name.

The Trade Mark has been used by the applicant in respect of the following Goods in Class 50 (3) Buttons of all kinds other than of Precious Metals and imitations thereof since May, 1905.

A facsimile of the said Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of April, 1907.

OSWALD D. THOMSON, Solicitor for the Applicant, 15, Queen's Road Central, Hongkong.

823

IN THE MATTER OF THE TRADE MARKS ORDINANCE 1898.

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Dated the 25th day of April, 1907.

OSWALD D. THOMSON, Solicitor for the Applicant, 15, Queen's Road Central, Hongkong.

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## INTIMATIONS

BRITISH STEAMER "NETHERTON"

BY ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive Tenders for the Purchase of the above Steamer as she now lies at Singapore in a Fire Damaged condition.

Tenders must be delivered not later than 10th July.

GILMAN & Co., Lloyd's Agents, Hongkong, 19th June, 1907. 1084

NOTICE TO MARINERS.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL—ENTRANCE TO THE YANGTZE.

KIUTOAN GAS LIGHT-VESSEL.

REPLACED IN POSITION.

REFERRING to Notice to Mariners No. 295 (Special), Notice is hereby given that the KI TOAN GAS LIGHT-VESSEL, having been REPAIRED, has been Replaced in Position.

T. J. ELDRIDGE, Acting Coast Inspector, Coast Inspector's Office, Shanghai, 17th June, 1907. 1115

NOTICE TO MARINERS.

CHINA SEA.

SHANGHAI-NINGPO DISTRICTS.

LOCATION OF TONGTING ISLAND Fog Signal.

HAVING reference to Notice to Mariners No. 293 (Special), NOTICE IS HEREBY GIVEN that, because most large vessels that pass TONGTING ISLAND keep to the eastward of it, the Fog Horn has been placed on the East side of the Island. All vessels are therefore recommended to pass to the eastward of TONGTING ISLAND in thick or foggy weather.

T. J. ELDRIDGE, Acting Coast Inspector, Coast Inspector's Office, Shanghai, 18th June, 1907. 1116

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that JAMES BUCHANAN & COMPANY, LIMITED, of London, England, Glasgow, Mulbon and Speyside, Scotland, have on the 20th day of February, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

The device of a Lion passant guardant, with its right fore paw raised, and its tail erect and curled upward, and its body encircled by a line of oval shape and another fancy line or border of similar shape equidistant throughout its extent defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters; the true translation whereof is JAMES BUCHANAN & CO. In the centre right hand side between the said two lines is a Chinese character representing "Kwong" and on the corresponding left hand side is a Chinese character representing "Tung." The two Kwong Tung refer to and are the Chinese sounds representing the province of which Canton is the Capital. Running along the bottom between the said two lines from left to right are the English characters "JAMES BUCHANAN & CO." and the applicant disclaims the right to the exclusive use of the Chinese characters except in so far as they consist of his name.

The Trade Mark has been used by the applicant in respect of the following Goods in Class 50 (3) Buttons of all kinds other than of Precious Metals and imitations thereof since May, 1905.

A facsimile of the said Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 25th day of April, 1907.

OSWALD D. THOMSON, Solicitor for the Applicant, 15, Queen's Road Central, Hongkong.

823

IN THE MATTER OF THE TRADE MARKS ORDINANCE 1898.

AND IN THE MATTER OF the application of HUI WING KWONG for leave to register a TRADE MARK thereunder.

NOTICE IS HEREBY GIVEN that HUI WING KWONG carrying on business as a Button Manufacturer under the style or firm of HUI NG HANG, at No. 44, Sheung Kau Po Street, Canton, in the Empire of China has on the 25th day of March, 1907, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

The device of an Animal representing an ELEPHANT with its trunk extending downward with the end thereof curled upward showing three legs standing on a line and part of a fourth leg in a slanting position. A task is shown protruding beyond the said trunk. In the head of the Elephant is shown one eye, and one ear is hanging from the top of the head down the shoulder of the Elephant. Upon its body are configured seven lines with a tail. The Elephant is encircled by a line of oval shape and another fancy line or border of similar shape equidistant throughout its extent defines the outer extent of the device. Between the said two lines appearing along the top of the said device are five Chinese characters; the true translation whereof is HUI NG HANG OLD FIRM. In the centre right hand side between the said two lines is a Chinese character representing "Kwong" and on the corresponding left hand side is a Chinese character representing "Tung." The two Kwong Tung refer to and are the Chinese sounds representing the province of which Canton is the Capital. Running along the bottom between the said two lines from left to right are the English characters "HUI NG HANG" and the applicant disclaims the right to the exclusive use of the Chinese characters except in so far as they consist of his name.

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## SHIPPING.

## ARRIVALS.

DEPARTING, British str., 2510, A. Wallace, 25th June—Singapore 19th June, General—Gibb, Livingston & Co.  
BOENRO, German str., 1344, F. Sembill, 25th June—Sunderland 19th June, General—Melchers & Co.  
CHOWTAT, German str., 1115, W. Mollermann, 25th June—Swatow 24th June, Rice and Teakwood—N. D. L.  
FRI, Norwegian str., 860, C. Wagle, 25th June—Hongkong 22nd June, Coal—Aagaard, Thorsen & Co.  
JAPAN, British str., 3806, Oliffent, 25th June—Moji 20th June, Coal and General—D. Sawson & Co.  
LAUSCHAU, German str., Sperling, 25th June—Hongkong, General—Jensen & Co.  
LUCHE, German gunboat, Boelken, 25th June—Shanghai.  
PELAK, Dutch str., 1018, J. Offerhaus, 25th June—Swatow 24th June, Oil—Order.  
THORNTON, Norwegian str., 1024, Kolden, 25th June—Swatow 24th June, Rice—Aagaard, Thorsen & Co.  
RIVERDALE, British str., 2384, Hay, 24th June—Sourabaya 15th June, General—Butterfield & Swire.  
STREATOR, British str., 6773, C. Jackson, 24th June—Singapore 19th June, General—Butterfield & Swire.

## CLEARANCES.

At the Harbour Master's Office.  
25th June.  
Canton, British str., for Hongkong.  
FRI, Norwegian str., for Canton.  
Hatchon, British str., for Chiofo.  
Singer, British str., for Hongkong.  
Tadris Maru, Japanese str., for Dally.

## DEPARTURES.

25th June.  
AIR MARU, Jan str., for Keelung & Fuzhou.  
AUSTRALIAN, French str., for Europe, &c.  
CHINA, American str., for Shanghai, &c.  
CHINCHOW, Norwegian str., for Canton.  
HATCHON, British str., for Swatow.  
KONGWAI, German str., for Hongkong.  
LAUSCHAU, German str., for Singapore.  
NORMAN ISLES, Br. str., for Newcastle N.S.W.  
SHOUBI MARU, Japanese str., for Swatow.  
THAN, British str., for Manila.  
TWEEDDALE, Brit. str., for Kwan Dang.  
VIENNA, British str., for Canton.  
YANTING, British str., for Canton.  
YUNNAN, French str., for Shanghai.

## SHIPPING REPORTS.

The British str. Japan reports: Fine and clear weather.  
The German str. Dornier reports: Rough weather, with heavy rain squalls, high sea and high S.W. swell.

## VESSELS IN DOCK.

June 25th.  
ABE EDEEN DOCKS.—Pakishan Maru, Marie, Kowloon Dock—Tidafap, Huph, Wang-sung, Cheong, Pong, Sumatra, Nai Meland, Pongchot, H.M.S. Thistle, H.M.S. Tanager.  
COSMOPOLITAN DOCK.—Kaiyan, Yungang.

## VESSELS PASSED ANKER.

June 7, Norwegian str. Honan, Olsen, Mar. 30, from Punta Arenas, for Anjer f.o. of Tandjongpriok.  
June 7, British str. Helopoli, Olsen, Mar. 30, from Honolulu, for Anjer f.o. of Tandjongpriok.  
June 7, British str. Ulysses, Beran, June 7, from Batavia, for Amsterdam.  
June 9, British str. Islander, Wright, June 7, from Singapore, for Christmas Island.  
June 9, British str. Ocean, John Gray, Apr. 8, from New York, for Anjer f.o. of Karungatou.  
June 11, British str. Imani, John Gray, Apr. 8, from Colombo, for Anjer f.o. of Karungatou.  
June 11, British str. Tweeddale, Melro, Apr. 13, from New York, for Anjer f.o. of Batavia.  
June 12, from Batavia, for B. E. E. E.  
June 13, Dutch str. Bander, Tenenge, June 13, from Batavia, for Amsterdam.  
June 14, British str. Longships, Walker, Apr. 28, from Amsterdam, for Cherbon.

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
"GREGORY APCAR"  
Captain S. H. Nelson, will be despatched for the above Ports TO-MORROW, the 27th inst., at Noon.  
This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly-certified Doctor.  
For Freight or Passage, apply to  
DAVID SASSON & Co., Ltd.,  
Agents,  
Hongkong, 25th June, 1907. 1108

COMPAGNIE DES MESSEGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.  
THE Steamship  
"SYDNEY"  
Captain Barillon, will be despatched for MARSEILLES, on TUESDAY, the 9th July at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "ERNEST SIMONS" ... 23rd July.  
S.S. "TONKIN" ... 6th Aug.  
S.S. "FALAZIE" ... 20th Aug.  
S.S. "POLYNESIE" ... 3rd Sept.  
S.S. "TOURANE" ... 17th Sept.  
S.S. "AUSTRALIE" ... 1st Oct.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 26th June, 1907. 2

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES OF Daily Press are on sale daily at the KOWLOON BOOK STALL, Mr. H. B. BROWN'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1903.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                               | VESSEL'S NAMES   | FLAG & REG. | BERTH | CAPTAIN                 | FOR FREIGHT APPLY TO      | TO BE DESPATCHED            |
|---|------------------|-------------|-------|-------------------------|---------------------------|-----------------------------|
| LONDON & ANTWERP                          | SYRIA            | Erit. str.  | —     | D. C. Gregor, R.N.E.    | P. N. O. S. N. Co.        | About 17th July.            |
| MARSHALLS, AC. VIA PORTS OF CALL          | DEVANHA          | French str. | —     | Barillon                | MESSAGERIES MARITIMES     | On 9th July, at 1 P.M.      |
| MARSEILLES AND LONDON                     | CATHAY           | Brit. str.  | —     | T. H. Hide, R.N.R.      | P. & O. S. N. Co.         | On 29th inst., at Noon.     |
| DUNKIRK, COPENHAGEN, & ST. PETERSBURG     | PETRONIA         | Dan. str.   | —     | —                       | MELCHERS & Co.            | Reg. of Aug.                |
| HAVRE & HAMBURG VIA STRAITS, &c.          | SPEZIA           | Ger. str.   | k.w.  | Brook                   | MELCHERS & Co.            | About 26th inst.            |
| HAVRE & HAMBURG VIA STRAITS, &c.          | SAXONIA          | Ger. str.   | k.w.  | Bohlo                   | HAMBURG-AMERIKA LINIE     | On 23rd July.               |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c. | SILESIA          | Ger. str.   | k.w.  | G. Meiners              | HAMBURG-AMERIKA LINIE     | On 20th August.             |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG         | SCANDIA          | Ger. str.   | k.w.  | von Dohren              | HAMBURG-AMERIKA LINIE     | On 12th July.               |
| TRIESTE, AC. VIA SINGAPORE, &c.           | HABSBURG         | Ger. str.   | —     | Filler                  | HAMBURG-AMERIKA LINIE     | On 3rd July at Noon.        |
| NEW YORK                                  | E. F. FERDINAND  | Ans. str.   | —     | Matcovich               | SANDER, WIELER & Co.      | On 7th August.              |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.        | VANDALIA         | Brit. str.  | —     | Frank                   | DODWELL & Co., Ltd.       | About 30th inst.            |
| VICTORIA (B.C.) & TACOMA VIA JAPAN        | EMPEROR OF CHINA | Brit. str.  | 2 m.  | E. Archibald, R.N.R.    | HAMBURG-AMERIKA LINIE     | On 2nd July, at Noon.       |
| SALINA CRUZ, MEXICO, VIA PORT DAVIN       | SHAWMUT          | Am. str.    | 1 m.  | E. V. Roberts           | CANADIAN PACIFIC R. Co.   | On 20th July.               |
| AUSTRALIAN PORTS VIA PORT DAVIN           | KATHERINE PARK   | Brit. str.  | —     | —                       | CANADIAN PACIFIC R. Co.   | On 4th July, at 4 P.M.      |
| AUSTRALIAN PORTS VIA MANILA               | ALDENHAM         | Brit. str.  | —     | G. C. Christensen       | DODWELL & Co., Ltd.       | On 17th July at Noon.       |
| YOKOHAMA AND KOBE                         | CHANGSHA         | Brit. str.  | —     | Stood                   | CHINA COMMERCIAL S.S. Co. | On 7th Aug.                 |
| MOJI                                      | CHINA            | Brit. str.  | —     | G. W. Eidy              | GIBB, LIVINGSTON & Co.    | To-morrow, at 4 P.M.        |
| TSINGTAO, CHEFOO & NEWCHANG               | CHINA            | Brit. str.  | —     | J. Minsson              | CHINA COMMERCIAL S.S. Co. | On 10th July, at Noon.      |
| SHANGHAI                                  | CHINA            | Brit. str.  | —     | W. B. Brown             | BUTTERFIELD & SWIRE       | On 18th July, at 4 P.M.     |
| SHANGHAI VIA SWATOW, AMOY & FOCHOW        | CHINA            | Brit. str.  | —     | K. Hori                 | BUTTERFIELD & SWIRE       | On 11th July, at 4 P.M.     |
| SHANGHAI, CHINGWANTAO, YOKOHAMA & KOBE    | CHINA            | Brit. str.  | —     | Dowson                  | BUTTERFIELD & SWIRE       | On 3rd July, at Noon.       |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | E. Street               | CHINA COMMERCIAL S.S. Co. | About 27th inst.            |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | M. Nemoto               | CHINA COMMERCIAL S.S. Co. | To-day, at 10 A.M.          |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | S. H. Baker             | CHINA COMMERCIAL S.S. Co. | About 26th inst.            |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | v. Dohren               | CHINA COMMERCIAL S.S. Co. | To-morrow, at Noon.         |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | W. B. Brown             | CHINA COMMERCIAL S.S. Co. | On 5th July.                |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | C. D. Goldsmith, R.N.R. | CHINA COMMERCIAL S.S. Co. | About 31st July.            |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | S. M. Reynolds          | CHINA COMMERCIAL S.S. Co. | To-morrow, at 4 P.M.        |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | A. E. Sandbach          | CHINA COMMERCIAL S.S. Co. | On 29th inst., at 4 P.M.    |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | H. S. Smith             | CHINA COMMERCIAL S.S. Co. | On 30th inst., at 10 A.M.   |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | J. S. Rouch             | CHINA COMMERCIAL S.S. Co. | On 28th inst., at Noon.     |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | J. H. Brown             | CHINA COMMERCIAL S.S. Co. | To-morrow, at 4 P.M.        |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | H. A. Wavell            | CHINA COMMERCIAL S.S. Co. | On 30th inst., at 9 A.M.    |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | Imbley                  | CHINA COMMERCIAL S.S. Co. | To-day, at 4 P.M.           |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | R. Almond               | CHINA COMMERCIAL S.S. Co. | On 2nd July, at Daylight.   |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | T. Meyrick              | CHINA COMMERCIAL S.S. Co. | On 23rd inst., at 4 P.M.    |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | A. Fraser               | CHINA COMMERCIAL S.S. Co. | On 24th inst., at Noon.     |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | F. Sembill              | CHINA COMMERCIAL S.S. Co. | On 2nd July, at 4 P.M.      |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | P. H. Rolfe             | CHINA COMMERCIAL S.S. Co. | On 28th inst., at 4 P.M.    |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | W. R. Hickey            | CHINA COMMERCIAL S.S. Co. | About 29th inst., at 9 A.M. |
| SHANGHAI, KOBE & YOKOHAMA                 | CHINA            | Brit. str.  | —     | Jurriance               | CHINA COMMERCIAL S.S. Co. | About 29th inst.            |

# EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD. ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION                                  | STRAHMS    | DATE OF SAILING |
|--|------------|-----------------|
| SHANGHAI, CHINGWANTAO, YOKOHAMA AND KOBE     | "CATHAY"   | About 26th June |
| DUNKIRK, COPENHAGEN and ST. PETERSBURG       | "PETRONIA" | About 26th June |
| MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS | "CATHAY"   | Reg. of August  |

For Further Particulars, apply to  
Hongkong, 20th June, 1907.

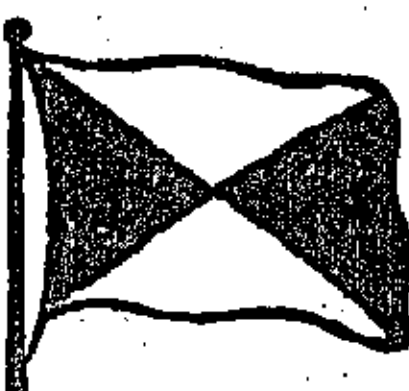
MELOHERS & CO.,  
AGENTS. 9

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR                          | STRAHMS    | TO SAIL                     |
|------------------------------|------------|-----------------------------|
| SHANGHAI VIA SWATOW          | "TINSANG"  | Thursday, 27th June, 4 P.M. |
| SHANGHAI VIA SWATOW          | "YUENSANG" | Friday, 29th June, 4 P.M.   |
| SHANGHAI VIA SWATOW          | "CHOXSANG" | Saturday, 29th June, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "YUENSANG" | Friday, 5th July, 3 P.M.    |

Hongkong to Singapore 1st Class, Single \$ 65. Return \$109.  
Penang " " 85. " 170.  
Calcutta " " 165. " 250.  
\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.  
HONGKONG, 26th June, 1907. GENERAL MANAGERS. 18



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

| STEAMSHIP | TONS | CAPTAIN      | FOR    | SAILING DATE        |
|-----------|------|--------------|--------|---------------------|
| RUBI      | 2540 | R. W. Almond | Manila | On 29th June, Noon. |
| ZAFIRO    | 2540 | A. Fraser    | Manila | On 6th July, Noon.  |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGER.

Hongkong, 24th June, 1907. 15



## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN, TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 4th March, 1907. 16

# HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "REHANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardsesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

|              |               |
|--------------|---------------|
| SCANDIA      | 5th July      |
| HABSBURG     | 1st August    |
| REHANIA      | 1st September |
| HOHENSTAUFEN | 1st October   |

## HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

|          |               |
|----------|---------------|
| SILESIA  | 12th July     |
| SCANDIA  | 7th August    |
| HABSBURG | 4th September |
| REHANIA  | 4th October   |

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD:

|          |                               |           |
|----------|-------------------------------|-----------|
| AMBRIA   | FOR SHANGHAI, KOBE & YOKOHAMA | 7th July  |
| SCANDIA  | FOR SHANGHAI, KOBE & YOKOHAMA | 5th July  |
| SAXONIA  | FOR SHANGHAI, KOBE & YOKOHAMA | 18th July |
| BRASILIA | FOR SHANGHAI, KOBE & YOKOHAMA | 27th July |
| HABSBURG | FOR SHANGHAI, KOBE & YOKOHAMA | 1st Aug.  |

## NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "RABIO FERIAN SERVICE" to Arabian and Persian Gulf Ports.

|          |                                   |           |
|----------|-----------------------------------|-----------|
| SILESIA  | NAPLES, HAVRE & HAMBURG           | 12th July |
| SPEZIA   | HAVRE & HAMBURG                   | 23rd July |
| SCANDIA  | NAPLES, HAVRE & HAMBURG           | 7th Aug.  |
| SAXONIA  | HAVRE & HAMBURG                   | 20th Aug. |
| HABSBURG | NAPLES, PLYMOUTH, HAVRE & HAMBURG | 4th Sept. |

\* Special attention of intending Passengers is drawn to the splendid accommodation of the Steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified Doctor and stewardsesses carried. Laundry on board.

VANDALIA ... NEW YORK ... 20th July. 12

# NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons  | Captain       | Sailing Date   |
|----------|-------|---------------|----------------|
| SHAWMUT  | 9,606 | E. V. Roberts | About 7th Aug. |
| TREMONT  | 9,606 | T. W. Garlick | 8th Sept.      |

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 4th March, 1907. 7

## VESSELS ON THE BERTH

CHINA COMMERCIAL S.S. CO., LTD.  
NOTICE.

THE Steamship  
"MARIE."  
Capt. G. C. Christensen, will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, TO-MORROW, the 27th June, at 4 P.M.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. Co., Ltd.,  
Hotel Mansion,  
Hongkong, 26th June, 1907. 885

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA."  
Capt. T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this for Marsailles and London direct on SATURDAY, the 29th June at Noon, taking passengers and cargo for the above ports.  
Silks and Valuables, all cargo for France and London will be forwarded without transshipment.  
Silks and Valuables for Bombay will be transhipped at Colombo to ss. "Marmora;" other cargo can be shipped hence to Bombay direct per ss. "Socotra" sailing about the 29th June.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 17th June, 1907. 1

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"ALDENHAM."  
Captain Stood, will be despatched as above on SATURDAY, the 29th June, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
A Stewardsess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 5th June, 1907. 1035



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELAIDE PORTS.)  
The Company's Steamship

## THE Steamship

"E. FR. FERDINAND."  
Captain Matcovich, will be despatched as above on or about the 30th inst.  
This Steamer has capital accommodation for passengers, electric light, and carries a doctor.  
For information as to Passage and Freight apply to  
SANDER, WIELER & Co.,  
Agents,  
Princo's Buildings,  
Hongkong, 4th June, 1907. 3

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

| FOR                               | STEAMERS | TO SAIL         | REMARKS.                   |
|-----------------------------------|----------|-----------------|----------------------------|
| SHANGHAI                          | CHINA    | About 27th June | Freight and Passage.       |
| MARSEILLES and LONDON             | DEVANHA  | Noon, 29th June | See Special Advertisement. |
| SINGAPORE, COLOMBO and BOMBAY     | SOCOTRA  | About 29th June | Freight only.              |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | SIMLA    | About 5th July  | Freight and Passage.       |
| LONDON, and ANTWERP               | SYRIA    | About 17th July | Freight and Passage.       |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 25th June, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

| FOR   | STEAMERS    | TO SAIL               |
|---|-------------|-----------------------|
| AMOI, NINGPO and SHANGHAI   | "LINAN"     | On 26th June, 4 P.M.  |
| SWATOW and SHANGHAI   | "YOHOW"     | On 27th June, 4 P.M.  |
| CEBU and ILOILO   | "SUNGKIANG" | On 28th June, 4 P.M.  |
| SWATOW and SHANGHAI   | "KUKKIANG"  | On 30th June, 4 P.M.  |
| HOIHOW and HAIPHONG   | "CHIHU"     | On 2nd July, Daylight |
| * MANILA  | "TAMING"    | On 2nd July, 4 P.M.   |
| * SINGAPORE and WEIHAUWAI   | "KUEIYANG"  | On 3rd July, 4 P.M.   |
| DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA"  | On 10th July, 4 P.M.  |
| YOKOHAMA and KOBE   | "CHINGTU"   | On 11th July, 4 P.M.  |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 26th June, 1907.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                         | THE CO.'S S.S. | LEAVING                       |
|-----------------------------|----------------|-------------------------------|
| * TAMUI via SWATOW and AMOI | "JOSHIN MARU"  | SUNDAY, 30th June, at 10 A.M. |

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd June, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

| FOR  | STEAMERS       | TO SAIL                              |
|--|----------------|--------------------------------------|
| KUDAT and SANDAKAN   | "BORNEO"       | About Saturday, 29th June, at 9 A.M. |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN | "ROON"         | Wednesday, 3rd July, at Noon.        |
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA                     | "PRINZ LUDWIG" | About Wednesday, 3rd July, at Noon.  |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE          | "MANILA"       | Thursday, 18th July, at Noon.        |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,

Hongkong, 24th June, 1907.

GENERAL AGENTS, HONGKONG &amp; CHINA.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 16 DAYS HONGKONG to VANCOUVER.

| R.M.S.             | PROPOSED SAILINGS (Subject to Alteration). | ARRIVE VANCOUVER                     |
|--------------------|--|--------------------------------------|
| "EMPRESS OF CHINA" | 6,000                                      | THURSDAY, 4th July ... 22nd July     |
| "ATHENIAN"         | 3,882                                      | WEDNESDAY, 17th July ... 10th August |
| "EMPRESS OF INDIA" | 6,000                                      | THURSDAY, 1st Aug ... 19th August    |
| "MONTEAGLE"        | 6,163                                      | WEDNESDAY, 14th Aug ... 7th Sept.    |
| "EMPRESS OF JAPAN" | 6,000                                      | THURSDAY, 29th Aug ... 18th Sept.    |
| "TARTAR"           | 4,425                                      | WEDNESDAY, 11th Sept. ... 5th Oct.   |

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 25 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 462. Intermediate Steamers ... 240, ... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Blake Pier.

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## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM    | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT         |
|-----------|---------|----------------------|----------------|---------------------|
| TJILIWONG | JAPAN   | Second half of June  | JAVA PORTS     | Second half of June |
| TJIBODAS  | JAVA    | First half of July   | JAPAN          | First half of July  |
| TJILATJAF | IN PORT |                      | JAVA PORTS     | First half of July  |
| TJIMAH    | JAVA    | First half of July   | JAPAN          | First half of July  |
| TJIPANAS  | JAPAN   | First half of July   | JAVA PORTS     | First half of July  |
| TJIKINI   | JAPAN   | Second half of July  | JAVA PORTS     | Second half of July |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 17th June, 1907.

Telephone No. 375.

## NOTICE TO CONSIGNEES

"SHIRE" LINE OF STEAMERS LTD  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, LONDON,  
ANTWERP AND STRAITS.

## THE Steamship

"CAINARVONSHIRE"  
Captain Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th June, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 20th June, 1907.

## NOTICE TO CONSIGNEES

## THE H.A.L. Steamship

"SPEZIA"  
Captain Brock, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding the discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 20th June, 1907.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "PATHAN."

FROM GLASGOW LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before To-morrow, 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL &amp; Co., Ltd., Agents.

Hongkong, 21st June, 1907.

## S.S. "ERNEST SIMONS"

COMPAGNIE DES MESAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex.s.s. "Cordouan," and "Medoc" from Havre ex.s.s. "Cordouan," from Bordeaux ex.s.s. "Verberkmoes," and "Prodror Morel" in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 1st July, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, 1907, or they will not be recognized.

All damaged packages will be examined on Monday, the 1st July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th June, 1907.

## NOTICE

CONSIGNEES of Cargo from London ex.s.s. "Cordouan," and "Medoc" from Havre ex.s.s. "Cordouan," from Bordeaux ex.s.s. "Verberkmoes," and "Prodror Morel" in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

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G. DE CHAMPEAUX, Agent.

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CONSIGNEES of Cargo from London ex.s.s. "Cordouan," and "Medoc" from Havre ex.s.s. "Cordouan," from Bordeaux ex.s.s. "Verberkmoes," and "Prodror Morel" in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 1st July, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, 1907, or they will not be recognized.

All damaged packages will be examined on Monday, the 1st July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

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## POST OFFICE NOTICES.

The China, with the English mail of the 30th May, left Singapore on Friday, the 21st inst. at 4 p.m. and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 30th April and the parcel mails closed in London for despatch by the all sea route on the night of the 22nd of May, and for despatch overland on the morning of the 23rd of May.

| FOR  | PER      | DATE                        |
|--|----------|-----------------------------|
| Moji   | Wingsang | Wednesday, 26th, 9.00 A.M.  |
| Swatow and Shanghai  | Wingsang | Wednesday, 26th, 11.00 A.M. |
| Macao  | Sui Tai  | Wednesday, 26th, 1.15 P.M.  |
| Amoy, Ningpo and Shanghai  | Sui Tai  | Wednesday, 26th, 3.00 P.M.  |
| Nagasaki, Kobe and Yokohama  | Sui Tai  | Wednesday, 26th, 4.00 P.M.  |
| Saigon   | Sui Tai  | Wednesday, 26th, 4.00 P.M.  |
| Shanghai, Yokohama, Kobe and Moji  | Sui Tai  | Thursday, 27th, 9.00 A.M.   |
| Macao  | Sui Tai  | Thursday, 27th, 11.00 A.M.  |
| Moji, Salina Cruz and Mexico   | Sui Tai  | Thursday, 27th, 1.15 P.M.   |
| Swatow and Shanghai  | Sui Tai  | Thursday, 27th, 3.00 P.M.   |
| Swatow and Shanghai  | Sui Tai  | Thursday, 27th, 3.00 P.M.   |
| Koelung, Kobe, Yokohama and Portland   | Sui Tai  | Thursday, 27th, 3.00 P.M.   |
| Swatow, Amoy and Foochow   | Sui Tai  | Thursday, 27th, 3.00 P.M.   |
| Macao  | Sui Tai  | Friday, 28th, 11.00 A.M.    |
| Cebu and Iloilo  | Sui Tai  | Friday, 28th, 1.15 P.M.     |
| Manila   | Sui Tai  | Friday, 28th, 3.00 P.M.     |
| Moji   | Sui Tai  | Friday, 28th, 4.00 P.M.     |
| Manila   | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle. | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| EUROPE & India via Tientsin  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| (Supplementary mail on board up to the time fixed for departure of the mail)   | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| (Extra Postage 10 cents.)  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| The Parcel mail will be closed on Friday the 28th inst. at 5 p.m.  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| Macao  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| Swatow and Shanghai  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| Swatow and Shanghai  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| Kudat and Sandakan   | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| Hoihow and Hainan  | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| New York   | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO   | Sui Tai  | Saturday, 29th, 10.00 A.M.  |
| (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)   | Sui Tai  | Saturday, 29th, 10.00 A.M.  |

## HOCKS AND MOSELLES

SHIPPED BY

MESSRS. HINCKEL AND WINCKLER.

|                                  | 1 doz. botts. | 2 doz. 4 botts. |
|----------------------------------|---------------|-----------------|
| LAUBENHEIMER                     | \$11.50       | \$13.50         |
| OPPENHEIMER                      | 14.00         | 16.00           |
| FORSTER                          | 16.00         | 18.00           |
| WACHENHEIMER                     | 18.00         | 20.00           |
| NIERSTEINER                      | 17.75         | 19.75           |
| HOCHHEIMER                       | 18.00         | 20.00           |
| GRUBENHEIMER (Royal Domain)      | 20.00         | 22.00           |
| LIEBERAL MILCH (Selected Grapes) | 24.00         | 26.00           |

These HOCKS and MOSELLES are imported from Messrs. HINCKEL and WINCKLER, one of the Oldest Firms dealing in this Trade. They have a great Reputation all over the World and at Home (Great Britain and Germany) so we can guarantee these Wines as exceptionally fine. At the same time their prices compared with those of other dealers will be found very favourable.

## H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 19th June, 1907.

The Bandmann Comedy Co., City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

June 25th.

|                                       |           |
|---------------------------------------|-----------|
| ON LONDON--                           |           |
| Telegraphic Transfer                  | 224       |
| Bank Bills, on demand                 | 224       |
| Bank Bills, at 30 days' sight         | 224       |
| Bank Bills, at 4 months' sight        | 224       |
| Credits, at 4 months' sight           | 224       |
| Documentary Bills, at 4 months' sight | 224       |
| ON PARIS--                            |           |
| Bank Bills, on demand                 | 224       |
| Bank Bills, at 30 days' sight         | 224       |
| Bank Bills, at 4 months' sight        | 224       |
| Credits, at 4 months' sight           | 224       |
| ON NEW YORK--                         |           |
| Bank Bills, on demand                 | 531       |
| Bank Bills, at 30 days' sight         | 531       |
| Bank Bills, at 4 months' sight        | 531       |
| Credits, at 4 months' sight           | 531       |
| ON HAMBURG--                          |           |
| Telegraphic Transfer                  | 1624      |
| Bank, on demand                       | 163       |
| ON CANTON--                           |           |
| Telegraphic Transfer                  | 1624      |
| Bank, on demand                       | 163       |
| ON SHANGHAI--                         |           |
| Bank, at sight                        | 731       |
| Private, 30 days' sight               | 74        |
| ON YOKOHAMA--                         |           |
| On demand                             | 107       |
| ON MANILA--                           |           |
| On demand                             | 107       |
| ON SINGAPORE--                        |           |
| On demand                             | 71 p.p.m. |
| ON BATAVIA--                          |           |
| On demand                             | 71 p.p.m. |
| ON HANKOW--                           |           |
| On demand                             | 71 p.p.m. |
| ON SAIGON--                           |           |
| On demand                             | 71 p.p.m. |
| ON BANGKOK--                          |           |
| On demand                             | 71 p.p.m. |
| SOVEREIGNS, Bank's Buying Rate        | \$870     |
| GOLD LEAF, 100 fine, per tael         | \$47.90   |
| SILVER, per oz.                       | 31        |

OPIUM.

June 25th.

|                      |       |            |
|----------------------|-------|------------|
| Malaya New           | \$920 | per picul. |
| Malaya Old           | \$850 | "          |
| Malaya O'er          | \$850 | "          |
| Malaya V. Old        | \$824 | "          |
| Persian fine quality | \$860 | "          |
| Persian extra fine   | \$860 | "          |
| Patna New            | \$880 | per chest. |
| Patna Old            | \$870 | "          |
| Benares New          | \$870 | "          |
| Benares Old          | \$870 | "          |

## VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co. str. China left Singapore for this port on the 21st June at 4 p.m., with the outward English Mail, and is due here to-day at about 6 a.m.

The I.G.M. str. Prins Ludwig carrying the German Mails with dates from Berlin of the 4th June, left Colombo on the 22nd June, and may be expected here on or about the 2nd July.

THE GERMAN MAIL.

The I.G.M. str. Prins Ludwig carrying the German Mails with dates from Berlin of the 4th June, left Colombo on the 22nd June, and may be expected here on or about the 2nd July.

## JOINT STOCK SHARE.

Hongkong, June 25th.

| COMPANY.               | PAID UP. | QUOTATIONS.        |
|------------------------|----------|--------------------|
| Alhambra               | Pa. 200  | \$120.             |
| Banks--                |          |                    |
| Hongkong & Shanghai    | \$125    | \$87, sellers      |
| National B. of China   | 40       | \$51.              |
| Bell's Asbestos E. A.  | 125. 01. | \$7, sellers       |
| China-Borneo Co.       | 112      | \$9, sellers       |
| China Light & P. Co.   | 110      | \$9, sellers       |
| China Provident        | 110      | \$9, sellers       |
| Cotton Mills--         |          |                    |
| Ewo                    | 115. 50  | Tia. 614.          |
| Hongkong               | 110      | \$114, sellers     |
| International          | 110      | \$14, sellers      |
| Laon Kung Mow          | 110      | Tia. 84.           |
| Soyabone               | 110      | Tia. 326.          |
| Dairy Farm             | 40       | \$16, sellers      |
| Docks and Wharves      | 150      | \$70.              |
| H. & W. Dock           | 150      | \$16, sellers      |
| New Amoy Dock          | 103      | \$114, buyers      |
| Shanghai Dock          | 110      | Tia. 75.           |
| Shai & H. Wharf        | 110      | Tia. 222.          |
| Swatow & Co., Geo.     | 225      | \$174, sellers     |
| Green Island Cement    | 110      | \$164, sellers     |
| Hongkong & C. Geo.     | 410      | \$175, buyers      |
| Hongkong Hotel Co.     | 110      | \$114, buyers      |
| Hongkong Ice Co.       | 225      | \$245.             |
| Hongkong Rope Co.      | 110      | \$26, buyers       |
| Insurance--            |          |                    |
| Canton                 | 150      | \$175, sellers     |
| China Fire             | 150      | \$8, buyers        |
| China Traders          | 150      | \$8, buyers        |
| Hongkong Fire          | 150      | \$82, sellers      |
| North China            | 150      | \$175, sellers     |
| Union                  | 110      | \$75, buyers       |
| Yangtze                | 150      | \$170, buyers      |
| Land and Building--    |          |                    |
| Hongkong Land          | 110      | \$100, sellers     |
| Humphrey's Estate      | 110      | \$104.             |
| Kowloon Land & B.      | 180      | \$37, sellers      |
| Shanghai Land          | 110      | Tia. 104.          |
| West Point Building    | 110      | Tia. 102.          |
| Mining--               |          |                    |
| Charbonnages           | 110      | \$480, buyers      |
| Peak Tramways          | 110      | \$101, sellers     |
| Philippine Co.         | 110      | \$5.               |
| Bederies--             |          |                    |
| China Sugar            | 110      | \$105, sellers     |
| Luzon Sugar            | 110      | \$21, sellers      |
| Steamship Companies    |          |                    |
| China and Manilla      | 225      | \$16.              |
| Longhai Steamship      | 110      | \$15, buyers       |
| H. Canton & M.         | 210      | \$70, sellers      |
| Indo-China S.N. Co.    | 21       | \$7, sellers       |
| Shanghai Transport Co. | 110      | \$20, sellers      |
| Star Ferry             | 110      | \$104, sellers     |
| Do. New                | 110      | \$104, sellers     |
| South China M. Post.   | 225      | \$23, sellers      |
| Steam Laundry Co.      | 45       | \$7.               |
| Campbell, M. & Co.     | 110      | \$20, sellers      |
| Forrest & Co., Wm.     | 110      | \$8, sellers       |
| Watson & Co., A.       | 110      | \$11, sales & sel. |
| Watson & Co., A.       | 110      | \$11, sales & sel. |
| United Asbestos        | 110      | \$104, buyers      |
| Do. Foundries          | 110      | \$104, buyers      |
| Union Waterboat Co.    | 110      | \$124.             |

VERNON &amp; SMYTH.

## HONGKONG TIDE TABLE.

From June 26th to 2nd July, 1907.

| Day of Week. | High Water. | Low Water. |
|--------------|-------------|------------|
| Day of Week. | Mean Time.  | Height.    |
| Wed. 26      | 8.57        | 7.9        |
| Thurs. 27    | 9.44        | 8.0        |
| Fri. 28      | 10.32       | 8.1        |
| Sat. 29      | 11.21       | 8.2        |
| Sun. 30      | 12.10       | 8.3        |
| Mon. 1       | 12.59       | 8.4        |
| Tues. 2      | 13.48       | 8.5        |

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 25th.

| Previous Day.            | On Date at 10 a.m. | On Date at 4 p.m. |
|--------------------------|--------------------|-------------------|
| Barometer                | 29.61              | 29.53             |
| Therm. (Wetbulb)         | 81                 | 82                |
| Therm. (Drybulb)         | 78                 | 83                |
| Therm. (Max.)            | 81                 | 83                |
| Therm. (Min.)            | 77                 | 79                |
| Therm. (Max. over night) | 82                 | 82                |
| Therm. (Min. over night) | 77                 | 79                |

## MESSRS. FALCONER &amp; CO.'S REGISTER.

June 25th.

| Barometer 9 A.M. | Therm. (Wetbulb) 9 A.M.   |
|------------------|---------------------------|
| 29.61            | 81                        |
| Barometer 1 P.M. | Therm. (Wetbulb) 1 P.M.   |
| 29.63            | 82                        |
| Barometer 4 P.M. | Therm. (Wetbulb) 4 P.M.   |
| 29.63            | 82                        |
| Therm. 1 P.M.    | Therm. Minimum over night |
| 82               | 77                        |
| Therm. 4 P.M.    | Therm. Maximum over night |
| 82               | 82                        |

## ON SALE.

THE FIFTY YEARS  
ANGLO-CHINESE CALENDAR  
日曆英中五十  
FROM 1857 TO 1907  
1913. BEING THE 50TH YEAR OF THE  
76TH CYCLE TO THE 50TH YEAR OF THE  
TUNG CHI TO THE 39TH YEAR OF  
KWONG SU.

On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1903. 1841

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 27th February 1907

## INSURANCES.

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
Hongkong, 13th August 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,118.

I. AUTHORIZED CAPITAL, £25,000,000  
SUBSCRIBED CAPITAL, 2,500,000  
PAID-UP CAPITAL, 887,500 0 0  
II. FUND, 3,385,720 19 8

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 27th April, 1907. 1346

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.  
Hongkong, 21st April, 1897. 114

## HONGKONG BUSINESS DIRECTORY.

## AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO.  
Auctioneer, Commissions solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

## BOOKBINDING.

"DAILY PRESS" OFFICE.  
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## IRON MERCHANTS.

SINGON & CO.  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, King Loong Street, (at Street West of Central Market), Telephone No. 515.

## PHOTOGRAPHER.

M. NUMEYA, JAPANESE ARTIST.  
Bromide and Oxyton Enlargements and also colouring Photos and relief Photos. Views of China and Manilla. Work done for Amateurs. No. 84, Queen's Road Central.

## TYPEWRITERS.

F. A. V. RIBEIRO.  
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 84, Queen's Road Central (First-floor).

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R., Care of "Daily Press" Office. Hongkong, 13th November, 1906. 918

A. LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LAQUERED WARE.  
19, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. 778

## IRON MERCHANTS.

E. HING &amp; Co.

DEALERS in Iron, Steel, Metals, Hardware, Munst's Steel, Steel Bolts and Ship Plates. Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 163, Des Vaux Road Central) Telephone No. 613.  
Hongkong, 1st March, 1907. 476

## NAPIER JOHNSTON'S SQUARE BOTTLE WHISKY.

SHIPPERS  
CUTLER, PALMER & Co., LONDON  
AGENTS  
LANE, CRAWFORD & Co.  
HONGKONG

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LANE, CRAWFORD & Co.  
HONGKONG

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,383 tons, Captain H. D. Jones.  
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.  
S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1,995 tons, Captain B. Broad.  
S.S. "HEUNGSHAN," 1,988 tons, Captain R. D. Thomas.

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted.)  
The a.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

## HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.  
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 5 p.m. and from Hongkong at 1 p.m. from the Company's Wharf.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

## CANTON-WUHOW LINE.

S.S. "SALAM," 588 tons, Captain J. Willor, (Laid up).  
S.S. "NANING," 560 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
Hotel Mansions (First Floor), opposite the Hongkong Hotel;  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE OF STEAMERS.

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

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